

MUSTANG DEPOT

OF LAS VEGAS

Poor Man's Mini Tub

1965-66 Coupe / Fastback A common request by our customers asking how we fit the tire combination on our Sinister Stang. So we are providing you with the details of how we used a 17x9" wheel with a 5" backspace on Sinister. Since the work was already done on the car without documentation, we will do our best to show the process on this car with the work already done. On cars with the rear-coil over conversions, you can use a 17x10 with a 6" backspace after doing this modification.

Remove rear wheels, rear seats and interior quarter panel. Create an 8"-9" vertical slit in the front inside corner of the wheelhouse.



From here, you place a piece of flat stock steel ex. 2x8" usually 1/4" thick, against the wheelhouse where it meets the floor. You're using this as a dolly so you don't create hammer marks in the metal. It needs less movement in the rear, and more toward the front of the car. We used a straight edge and vertically aligned the wheelhouse with the leaf spring. We gained about 1 1/4" in the front section without affecting the inner quarter panel fitment.



After you align the wheelhouse with the leaf spring, it creates a pie cut opening where you made the initial slit.



Cut piece of sheet metal to fill the gap, seam weld it in place and undercoat. Repeat the steps on the other side and you're good to go.



On the outside, it's required to roll the fender lips with the above recommended wheel size. This requires you cut the wheelhouse where it attaches to the fender lip, create a slit every 5 inches or so. Using a hammer and dolly, you fold the lips up to meet the inside of wheelhouse and tack weld them back to the wheelhouse. This is a structural part of the car so it's very important to weld them back.

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